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# FIRST SEINER OF THE SEASON REACHED NEW YORK YESTERDAY

Sch. Mary E. Harty, Capt. Reuben Cameron, Has 6000 Large Mackerel.

## Five of the Netting Fleet Also There With Small Catches.

The first mackerel seiner of the season to reach New York with a fare of fresh mackerel is sch. Mary E. Harty, Capt. Reuben Cameron of this port. The craft reached Fulton dock yesterday morning with 6000 large fresh mackerel in count. This morning found no more seiners in, but five of the netting fleet were alongside her at the pier, with small catches, and one more netter is also shipping a small catch from Delaware Breakwater.

The fares are as follows:

### Seiners at New York.

Sch. Mary E. Harty, 6000 large fresh mackerel.

### Netters at New York.

Sch. Mabel E. Bryson, 3000 large fresh mackerel.

Sch. Bernie and Bessie, 200 large fresh mackerel.

Sch. H. D. Taylor, 240 large fresh mackerel.

Sch. Hookmook, 250 large fresh mackerel.

Sch. Blanche F. Irving, 300 large fresh mackerel.

### Netters at Delaware Breakwater.

Sch. Lafayette, 400 large fresh mackerel.

Last season the first vessel to land a fare of fresh mackerel at New York was sch. Constellation, Capt. Thaddeus Morgan, which came in April 27, with only 600 large fresh mackerel.

### Capt. Cameron Received Correct Information from Coaster.

Capt. Cameron of sch. Mary E. Harty reports getting his fare in two scho. on Friday night, in latitude 37.30, in 60 fathoms of water. This was once that a "coaster" report was good and accurate. Capt. Cameron spoke a coaster, bound up from the southward and her skipper told him that he had seen some schools in the locality above indicated. Capt. Cameron at once left the fleet and went to the southward. He found the fish just about where the coaster captain said they were. Capt. Cameron did not stop to look around much. He only had two hours dark and then after getting his fish it breezed up, so he headed right away for market. He could not say whether

or no there was a body of fish there.

From this it would seem that the fish are still well off shore, close to the edge of the Gulf Stream, and also that they are unusually well to the southward for so late in the season, as the latitude indicated would bring the fish not far to the northward of Cape Charles.

Capt. Charles H. Harty, who is at New York, says that he is of the opinion that the fleet will be able to fish quite a while on these fish after they strike them as they are so far to the southward.

The fish are reported to be selling about 30 and 35 cents and at these figures Capt. Cameron will make a nice stock.

This is Capt. Cameron's second trip this season, as he was in at Fortress Monroe early in April with the second mackerel fare of the season. Last season he was high line of the fleet out south, also at that time making the largest stock ever secured on a single trip of fresh mackerel in the history of the southern seining fishery.

At Fulton Market today the dealers are asking 30 and 35 cents for large fresh mackerel.

### First Mackerel at Boston from North of New York.

Two barrels of mackerel, the first consignment to reach Boston from any place north of New York, marked the commencement of the mackerel season Saturday at T wharf. The two barrels came from Vineyard Haven, and a few small lots came from places along the south shore of Cape Cod. The New York market has been more plentifully supplied, 25 barrels of which were forwarded to the Boston market.

### Netters at Edgartown Get Mackerel.

A letter to the Times from its Edgartown representative states that the drag netters got from 20 to 40 large mackerel to a boat on the south side of Martha's Vineyard on Thursday night.

### Notes from the Fleet.

Sch. Lafayette, Capt. George Peeples, of the netting fleet, is shipping her catch of 400 fish, to Fulton Market today.

Sch. Ellen C. Burke, Capt. Joshua W. Stanley, is fitting for south seining and will be all ready tonight.

Capt. Geoffrey Thomas is fitting sch. Cynthia for south seining.

Sch. Pontiac, Capt. Enos Nickerson, began this morning to fit out for south seining.

Sch. Shenandoah, Capt. James C. Gannon, is all ready for south seining and will probably get away today.

The netting sloop E. A. Hooper arrived at Fulton market, New York, Saturday morning with 100 mackerel. These fish were caught about 35 miles east by south from Barnegat. They were sold for 40 cents each.

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### Fishing Fleet Movements.

Sch. Onato was at Mulgrave, N. S., Thursday.

Sch. Esperanto was at Canso, N. S., Thursday.

Schs. Lizzie M. Stanley and James W. Parker sailed from Canso, N. S., Thursday.

Sch. Agnes baited at Edgartown on Friday.

Sch. Admiral Dewey was at Halifax on Friday. Sch. Ingomar was also there on the same day.

Sch. S. P. Willard was at LaHave, N. S., on Friday.

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## FIVE FRESH HALIBUT TRIPS.

Five of the Drift Fleet Bring  
Salt Cod Fares.

Halibut and salt cod are the features of today's arrivals, the former coming in four trips all the way from Georges to Grand Bank. The salt cod receipts are in five of the vessels of the "drift" fleet, these crafts in being the first arrivals of the season in this line of fishing.

Of the fresh halibut sch. Almeida, Capt. Stephen Black, from the Seal Island grounds, and only 23 days out, has a fine catch to mark the captain's first trip in the little craft. He hauls for 20,000 pounds of halibut, and 14,000 pounds of salt and 20,000 pounds of fresh fish. From Grand Bank, sch. Tacoma, Capt. Adelbert Nickerson, has 23,000 pounds of halibut and 3000 pounds of salt cod, while sch. Claudia, Capt. Andrew Gouvreau, from Georges brings 10,000 pounds of halibut and 10,000 pounds of salt cod. Sch. Monitor Capt. John McKay, also arrived during the forenoon, hauling for 20,000 pounds of halibut.

Of the drifters, sch. Jubilee, Capt. William Chetwynde, has the largest catch hauling for 52,000 pounds. Schs. E. C. Hussey has 35,000 pounds, sch. Good Luck 40,000 pounds, sch. Volant 35,000 and sch. Eglantine 29,000 pounds. The captains report that fish are not very plentiful on Georges. There was a big fleet of Georgesmen and drifters there and while some few had struck good fishing, the most of them had found fish fairly scarce.

The arrivals and receipts in detail are:

### Today's Arrivals and Receipts.

Sch. Jubilee, Georges, drifting, 50,000 lbs. salt cod.

Sch. Good Luck, Georges, drifting, 40,000 lbs. salt cod.

Sch. E. C. Hussey, Georges, drifting, 35,000 lbs. salt cod.

Sch. Volant, Georges, drifting, 35,000 lbs. salt cod.

Sch. Eglantine, Georges, drifting, 29,000 lbs. salt cod.

Sch. Claudia, Georges, halibuting, 10,000 lbs. halibut, 10,000 lbs. salt cod.

Sch. Almeida, Seal Island grounds, 20,000 lbs. halibut, 14,000 lbs. salt fish, 20,000 lbs. fresh fish.

Sch. Tacoma, Grand Bank, 23,000 lbs. halibut, 3000 lbs. salt cod.

Sch. Rita A. Viator, shore.

Sch. Clara G. Silva, via Bar Harbor.

Sch. Gladys and Sabra, Yarmouth, N. S.

Sch. Monitor, Newfoundland coast, 20,000 lbs. halibut, 6000 lbs. salt cod.

### Vessels Sailed.

Sch. Hortense, haddocking.

Sch. Walter P. Goulart, Boston.

Sch. Thalia, Boston.

Sch. Rita A. Viator, shore.

Sch. Flora J. Sears, shore.

Sch. Valentinna, Boston.

Steamer Dorcas, south netting.

Sch. Actor, shore.

### Today's Fish Market.

Bank halibut, 10 cts. per lb. for white and 8 1-2 cts. for gray.

Large halibut cod, \$3 per cwt.; medium cod, \$2.75; snappers, \$1.50.

Trawl salt Georges cod, large, \$3.50; mediums, \$3.

Large salt handline Georges cod, \$3.50; mediums, \$3.00.

Trawl bank cod, large, \$3 per cwt.; medium, \$2.75; snappers, \$1.50.

Outside sales drift Georges salt cod, \$3.50 per cwt. for large and \$3 for mediums.

Salt cusk, large, \$2.50 per cwt.; medium, \$2; snappers, \$1.

Salt pollock, \$1.25 per cwt.; salt haddock, \$1.25; salt hake, \$1.25.

Splitting prices for fresh fish, Western cod, large \$2 per cwt.; medium do., \$1.65; Eastern cod, large, \$1.60; medium cod, \$1.40; cusk, \$1.60 for large, \$1.20 for medium and 50c. for snappers; haddock, 80 cts.; hake, 90 cts.; pollock, round 65 cts.; dressed, 70 cts.

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### Change in Cod Prices.

At a meeting of the fisheries committee of the Board of Trade Saturday afternoon the Board of Trade prices on Georges drift salt cod were made \$3.25 for large and \$2.87 1-2 for medium. Medium salt trawl bank were changed from \$2.75 to \$2.62 1-2.

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### Halibut Prices Advancing.

Fresh halibut fares continue to be met on their arrival by advancing prices. Last sales were 9 1-2 cents for white and 7 1-2 cents for gray, but these were relegated to the rear this forenoon, when the fares of schs. Claudia and Almeida sold to the New England Fish Company at 10 cents per pound for white and 8 cents for gray, and another raise came when the American Halibut Company secured the fare of sch. Tacoma at 10 cents per pound for white and 8 1-2 cents for gray.

The fare of sch. Monitor was unsold at 11.30 o'clock.

### New Lunenburg, N. S., Schooner Ashore.

A Lunenburg, N. S., dispatch says that the new schooner J. B. Young, Capt. Albert Himmelman, is ashore at South Point Magdalen Islands. The tug Douglas Thomas has been sent from North Sydney to pull the schooner off. The J. B. Young was launched last spring from John B. Young's shipyard here, and is a very fast schooner. She was baiting at the Magdalens for the banks fishing when the accident occurred. She brought a cargo of herring to Boston last winter.



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# SIR EDWARD MORRIS' VIEWS

## Gave Interview in New York Before Sailing For London.

Sir Edward Morris, premier of Newfoundland, who is bound for the Hague, via London, to participate in the fisheries arbitration case, gave the following interview at the Hoffman House, New York, before sailing on the steamer:

"The whole question really hinges on the interpretation of the treaty of 1818. Under this the people of the United States were given the right to fish off the west coast of Newfoundland. The people of Newfoundland contend that the right is confined to the people of the United States, and that they only can fish off Newfoundland.

### Contention of This Country.

"The United States says: 'No, we can exercise this right through others. We can go there in our own vessels with crews of Swedes or Canadians or employ fishermen from Newfoundland.'

"Again, the right mentioned in the treaty confines the fishing to the coast. The United States government interprets this to include bays, harbors and creeks. The Newfoundland government says, 'No, you are confined to taking fish outside the coast.'

"Another question is the right of Newfoundland to make laws to govern the fishing. We claim, being owners of the soil, we have the sovereign power, that the United States only exercising a license to fish in our waters, we alone have the right to make the laws. The United States contends there must be joint regulations made by the two countries.

"When the treaty was made in 1818 there were no lighthouses in Newfoundland. Since then lighthouses have been built all along the coast. The United States, however, alleges that under the treaty its vessels are not bound to pay lighthouse dues because there were no lighthouses when the treaty was made.

"The United States also declines to enter American vessels at the Newfoundland custom house. Every other country pays dues and enters its vessels."

"Is there any feeling in Newfoundland over the fisheries question?" was asked.

### Newfoundland Will Ask For Interpretation of Treaty.

"No, the people do not lay any blame at the door of the people of the United States, feeling that they are merely following the path marked by their government. Now, what Newfoundland is going to ask The Hague tribunal is to give an interpretation of the treaty, not according to our reading, but according to the reading placed upon it by the British government and officers of the Crown in England who made the treaty nearly 100 years ago.

"The deliberations will last from June 1 to July 1 and the tribunal will have two months in which to consider and render judgment.

"It is a matter for congratulation that two great countries like the United States and England should be able to submit to arbitration large questions such as this. Fifty years ago, or even less, such a dispute probably would have resulted in war, but we are getting more sensible."

### Anxious for Reciprocity.

Sir Edward would like to see reciprocity between the United States and Newfoundland and said that the treaties of 1890 and 1902 had been killed in the United States Senate through the influence of the Gloucester fisheries owners.

"They thought fish coming from Newfoundland might interfere with their trade," he said. "They were mistaken. We never expected to sell in the same markets. There are millions of people in the United States today beyond the reach of the Gloucester fishery trade who never get a taste of a fresh cod-fish, who might have codfish every day for four and five cents a pound if we had reciprocity."

## NEWFOUNDLAND ALL ALONE.

Morris Says Island Desires No Annexation to United States Nor Canada.

Annexation of Newfoundland either to the United States or Canada is a visionary project, according to Sir Edward Morris, premier of the island, who expressed this view at a farewell dinner given in his honor by countrymen at the Hoffman House last night previous to his departure to attend the fisheries conference at The Hague.

"While a very decided friendliness exists between Newfoundland and the American people," said the premier, "and while thousands of Newfoundlanders have found a home in this republic, the people are absolutely loyal to the British crown. There is no annexation sentiment whatever in the island, and as for confederation with Canada, there is less prospect of that than ever. Canada has nothing to offer Newfoundland which could induce her to sacrifice her independence to become a province of the Dominion.

"I think Newfoundland will ultimately be supplying the United States with an enormous additional quantity of fish, and believe that this will prove one of the chief factors in solving the problem of the increased cost of living in this country. Fish is as nourishing as meat, and whereas the supply of meat is limited, the supply of fish is unlimited. For more than 50 years past the Islanders have been taking 1,000,000 quintals a year, and for the past quarter of a century the figure has been increased to almost 1,500,000 quintals. This is more than the whole of the New England fisheries, and when we think of the millions of people in the interior of the United States who never have a chance to get cheap fish food, the possibilities contained in these figures begin to strike one.

"The mineral wealth of the island is very considerable, and its iron and copper deposits are at present being worked extensively. One of the island's mines yield an annual product of one million tons, on which there is a profit to the owners of about one dollar a ton, and several other promising deposits are being taken in hand this year."

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### Portland Fish Notes.

The fishing sch. Topsail Girl, Capt. John A. Doggett, arrived in port Friday morning from a three weeks' cruise on LaHave Banks. She came in with her flag in the rigging for the supposed loss of two of her crew, as reported on Saturday, but the flag was quickly lowered, as she reached the wharf, for among the crowd there gathered, the captain recognized the two missing men, one of whom was his own son.

Saturday was the last when smelts may be offered for sale in the open market. On April 1, the law prohibiting their taking except with hand nets and lines went into effect, but the sale of them was permissible through the month. The law which goes into effect Sunday provides that the small fish may be caught during the summer only for private consumption.

Fishing steamer Pet has hauled off the marine railways, where she has had repairs made to her keel and garboard, besides other general repairs.

The herring catch thus far has proved very disappointing, there being but few caught up to date in this vicinity, although reported more plentiful to the eastward, and several good catches have been made this week near Port Clyde.

If any skipper along the Maine coast has been having hard luck during the past week or two, that man is certainly Capt. Simmons of the schooner E. T. Hamer. After being held up here for a full week, he was finally able to get away for Port Clyde in tow of the steamer Governor Douglas. Friday word was received here from him to the effect that it had taken him three days to get towed to that port when under his own power he could ordinarily do the journey in six hours. So much for the bad weather.

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### Landed Strange Fish.

John Enos, one of the crew of sch. Mary E. Cooney, which is at T wharf today, had for the inspection of the Boston fish dealers a fish the like of which none of them had ever seen before. It was four feet long, weighed about 25 pounds, and in many ways resembled a catfish. The whole body was covered with large black spots. It is on exhibition at the Gloucester Fresh Fish Company place.

## TWELVE FARES AT T WHARF.

### Saturday's Gale Delays Fishing Fleet.

The 12 vessels at T wharf today are as many as the dealers expected to see, on account of the gale of Saturday and yesterday's heavy sea. There is not enough fish to supply the demand and high prices are right in evidence, haddock bringing \$3, large cod, \$4.50 to \$5 and pollock \$2 to \$2.50.

The steam trawler Spray has the largest fares, 58,000 pounds, mostly haddock. Sch. Thalia, which went from here yesterday, is in for a fine stock on her 45,000 pounds of haddock and cod and sch. Walter P. Goulart, also from here, has 14,000 pounds. The other market fares range from 12,000 to 18,000 pounds.

Three of the pollock seiners are also in sch. Little Fannie having the largest fare, 13,000 pounds.

The receipts and prices in detail are:

### Boston Arrivals.

Sch. Helen B. Thomas, 15,000 haddock, 2500 cod.

Sch. Thalia, 30,000 haddock, 15,000 cod.

Sch. Mattie D. Brundage, 14,000 cod.

Sch. Valentinna, 9000 haddock, 4000 cod.

Sch. Little Fannie, 13,000 pollock.

Steamer Spray, 55,000 haddock, 1000 cod, 2000 pollock.

Sch. Josephine DeCosta, 14,000 haddock, 4000 cod.

Steamer Philomena, 5000 pollock.

Sch. Walter P. Goulart, 9000 haddock, 5000 cod.

Steamer Water Witch, 10,000 pollock.

Sch. Mary E. Cooney, 12,000 haddock, 2000 cod.

Sch. Priscilla, 6000 haddock, 6000 cod.

Haddock, \$3 per cwt.; large cod, \$4.50 to \$5; market cod, \$4 to \$4.50; pollock, \$2 to \$2.50.

### Newfoundland Schooner Abandoned.

The abandonment at sea of the sch. George R. Alston of St. John's, N. F., was made known by the arrival at St. Pierre Friday of the French schooner Marie of Paimpol, France, which rescued the crew of the Alston. The captain of the Marie reported on April 19, just northwest of the Azores, he took the six members of the crew of the Alston from their vessel, which had become disabled by the loss of her rudder. On April 24, when off Cape Race, the seamen were transferred to a British fishing schooner. The latter vessel was bound for St. Lawrence. The George R. Alston was bound from Cadiz for St. John's, N. F., with a cargo of salt and wine. She registered 99 tons net and was built at LaHave in 1903. She was formerly owned in Lunenburg.

The Alston was here a few seasons ago with a cargo of herring.

### Halibut at a Cent a Pound in North Sydney, C. B.

Fresh halibut, which has been retailing at North Sydney, C. B., during the last three months at 15 to 20 cents per pound, sold on Saturday at one cent from a Newfoundland schooner. Needless to say the fish were speedily snapped up at that price by those who happened to learn of the bargains. Many a fortunate citizen, with a big fish dangling at his heels, could be seen on Saturday morning wending his way homeward with a smile of pleasure on his countenance.

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### Sold Above Board of Trade Prices.

The fare of Rips salt cod of sch. E. C. Hussey was sold to Davis Bros., at \$3.25 per hundred weight for large and \$3 for mediums.

The fare of sch. Good Luck was sold to the Gloucester Salt Fish Company at \$3.50 per hundred weight for large and \$3.00 for mediums.

The Board of Trade prices made Saturday afternoon on salt drift Georges cod, were \$3.25 for large and \$2.87½ for mediums, so both of these crafts got a raise, one on the mediums and the other on both ends.

The fares of schs. Jubilee, Eglantine and Volant were sold to the Gorton-Pew Fisheries Company.